

Instructions for the Use of Log Book

1. This log must always accompany the aircraft to which it refers.
2. No pages shall be torn from Log Book. No erasures, and all entries to be made in ink.
3. Original entries shall be made and signed by manufacturer or seller. All other entries shall be made by Pilot, Chief Mechanic, or other competent person authorized to do so.
4. On journey, the pilot is responsible for carriage of Log Book and entries or omissions therein. Failure to do so will be considered a serious neglect of duty.
5. Before departure on journey, pilot is personally to ascertain that entries in log have been made are correct, and then sign certificate to the effect.
6. Special data such as manufacturers notes, test data, reconditioning, etc., should be affixed to stubs provided for that purpose in the back of this book.
7. CAA-18-1 Repair and Alteration forms listed on last page.
8. This log book shall be available and produced, on demand of anyone so authorized.

PIPER AIRCRAFT CORP.—LOCK HAVEN, PA., U. S. A.

AIRCRAFT LOG

Aircraft Name PIPER Model J3 Serial No. 32667
 Engine Name CONTINENTAL Model C90-8 Serial No. 40236-8-8
 Description of Aircraft CLIPWING CUB T.C. No. _____

Date of Manufacture 1940

Seating Capacity (including pilot) 2 Wt. Empty _____ Gross Wt. 1200

Make of Propeller SENSENICH Hub Design No. _____ Hub Serial _____

Blade Design No. _____ Blade Serial Nos. _____

Owner A. A. MESSERSCHMIDT _____

Address 1102 4TH ST. FRANKFORT, KY. _____

Transferred to STEVEN R. NURNBERG Date _____

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1933, punishable by Civil Penalty.

NC _____

Date		Time in Air	Passengers	NATURE OF FLIGHT
Year	Mo. Day	Hrs. Min.	Carried	
				Recovered Entire Aircraft 1/14/49 complete STC
				Replaced, control cables, floorboards, cowling, etc.
				ALL GLASS, BOOT COWL, ALL NEW HARDWARE, new
				baggage bag, canvas seat slings, Aircraft Reassembled
				and Rigged Per Piper Specs. Reinstalled C90-8
				Continental Engine Bar TC A-691 311 Hrs. (10)
				and new Sensenich Prop Per TC-A691 item 101.
				Engine Conversion from Lycoming to Continental
				Previously Done 1957 and also by Engineering
				Approval by New York Aircraft Certification
				office letter dated 9-17-53. Engine was MAJOR
				overhauled by "KENT Coughlin AP524741540"
Total Forward				<u>AP2552667</u>

Place of Last Airplane Overhaul _____

Date of Last Overhaul _____

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AIRCRAFT LOG

REMARKS	SIGNATURE
I CERTIFY That This Aircraft HAS been INSPECTED 1/A/W AN ANNUAL INSPECTION AND DETERMINED TO BE AIRWORTHY TIAF 2000 SMOH 2.12	
03/20/97 [Signature] APPROPRIATE TA 2552667 OK	

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NC 2007

Date Year	Mo.	Day	Time in Air		Passengers Carried	NATURE OF FLIGHT
			Hrs.	Min.		
4	02			35	1	Henderson Field (Fulton DL) to Cambridge MD
4	02		1	20	1	Cambridge MD to Williamsburg VA
4	02			35	1	Williamsburg VA to Chesapeake VA
4	03		1	37	1	Chesapeake VA to TUCK VA
4	03		1	50	1	Tuck VA to Mercer Co. WVA
4	03		2	20	1	Mercer WVA to Mallery WVA
4	03		1	46	1	Mallery WVA to Mt. Sterling KY
4	03			40	1	Mt. Sterling KY TO FRANKFORT KY
4	10			35		LCL -- Engine broken
4	15			36	1	LCL
4	20			30	1	LCL
5	11			40		LCL
5	13			44	1	Ldgs - Waddy - Peyton
Total Forward			13	48		

Place of Last Airplane Overhaul

Date of Last Overhaul

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AIRCRAFT LOG

REMARKS	SIGNATURE
Ferry flight	<i>[Signature]</i>
" "	<i>[Signature]</i>
" " RON	<i>[Signature]</i>
" "	<i>[Signature]</i>
" "	<i>[Signature]</i>
" "	<i>[Signature]</i>
" "	<i>[Signature]</i>
" "	<i>[Signature]</i>
" " Destination	<i>[Signature]</i>
" "	<i>[Signature]</i>
Ldg - formation	<i>[Signature]</i>
Ldgs	<i>[Signature]</i>
Ldg - Ldgs	<i>[Signature]</i>
	<i>[Signature]</i>

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NC.....

Date		Time in Air		Passengers Carried	NATURE OF FLIGHT
Year	Mo. Day	Hrs.	Min.		
to	5	20			
1978	12	19	19	12	Various local and cross country, 2 EAA
	2	13	0	43	0
	2/2/98	MADE MINOR		FABRIC REPAIR AT TRAILING EDGE	
	2	26	7	00	XC TO DARTON
	3	10	1	0	LOCAL
Total Forward		280			

Place of Last Airplane Overhaul

Date of Last Overhaul

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AIRCRAFT LOG

REMARKS	SIGNATURE
using Piper inspection from 8:30-3:00. AD Nite checked 00-08. Seat sling inspected per AD 47-50-03 And webbing and cable in left and plate welded. ELT tested per FPR 91-601(d) installed for parachute spinner. A-Tach screw. Left brake master cylinder. Fuel caps placarded for capacity and octane. Tail wheel A-Tach bolt packed. Interior cleaned, glass polished and aircraft washed. I certify that this aircraft has been inspected in accordance with A.C. 43.13-1 inspection and was considered to be in an airworthy condition.	New throttle control installed. A-Tach. Don't Thread 15P39%
<i>David W. Thussell</i> DAVID W. THUSSELL A11519393	

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AIRCRAFT LOG

REMARKS	SIGNATURE
and on belly and left wing insured. Lower skin tips. Rubber patch and patch joint exhaust inspected. Tail wheel A-Tach bolt retightened. Parachute bolts retightened and inspected. Wheel bearings cleaned and packed. Aircraft cleaned and washed.	
I certify that this aircraft has been inspected in accordance with A.C. 43.13-1 inspection and was considered to be in an airworthy condition.	
<i>David W. Thussell</i> DAVID W. THUSSELL A11519393	

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NC 32667.....

Date	Time In Air Hrs.	Min.	Passengers Carried	NATURE OF FLIGHT
Year <u>1981</u> Mo. <u> </u> Day <u> </u>				
<u>3</u> <u>1</u>	<u>2261.8</u>			Personal inspection completed seeing T. and completing through inspect. Section per AD 88-75-01. LIT by them upon passage. Pass carried as card per note attached to logbook.
Total Forward				

Place of Last Airplane Overhaul

Date of Last Overhaul

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REMARKS	SIGNATURE
section from 230-300. AD notes checked for applicability, no seat sling inspected per AD 47-50-13, fuselage inspected and und tested per F8236107 (d). Seatbelts garbled off of my searched. Popover but Torque checked. Rudder cable condition	
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hour</u> INSPECTION AND WAS CONSIDERED TO BE IN AN AIRWORTHY CONDITION.	
David W. Thorsell	
DAVID W. THORSELL A1151950	
Registration No. _____	

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